FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2001-08

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2001-01

2000-03-19	Removal	Industrie Aeronautiche	Piaggio P-180
2000-26-12		Eurocopter Deutschland	Rotorcraft: EC135P1 and EC135 T1
2000-26-16		Raytheon Aircraft	A36, B36TC, and 58
2000-26-17		Pilatus Aircraft	PC-12 and PC-12/45
2000-26-18		Stemme	Sailplane: S10 and S10-V
2000-26-19		SOCATA	TBM 700
2001-01-51	E	Bell Helicopter	Rotorcraft: 222, 222B, 222U, 230, and 430
2001-01-52	E	Bell Helicopter	Rotorcraft: 407

Biweekly 2001-02

2000-25-52	S 00-24-51	MD Helicopters	Rotorcraft: 369A, H, HE, HM, HS, D, E, FF, and 500N
2000-26-06	S 00-01-11	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2001-01-02		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream 3101 and 3201
2001-01-03		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream 3101 and 3201
2001-01-04		Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
2001-01-11		Rolladen Schneider Flugzeugbau	Sailplane: LS 4 and LS 4a

Biweekly 2001-03

2000-23-52	S 00-23-51	Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
2001-01-52		Bell Helicopter Textron Canada	Rotorcraft: 407
2001-02-03		Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, 206L, 206L1, and 206L3
2001-02-04		Pilatus Aircraft	PC-6
2001-02-10		Raytheon Aircraft	Beech 60, A60, and B60
2001-02-13		Cessna Aircraft	525 (CitationJet 1)
2001-03-51	E	Sikorsky Aircraft	Rotorcraft: S-76B and S-76C

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2000-25-54		Agusta	Rotorcraft: A109E
2001-01-51		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430
2001-02-11		Bell Helicopter Textron	Rotorcraft: 204B
2001-03-03		Bell Helicopter Textron	Rotorcraft: 214B and 214B-1
2001-03-11		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201
2001-04-04		Dornier Luftfahrt	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212

Biweekly 2001-05

2001-03-51		Sikorsky Aircraft	Rotorcraft: S-76B and S-76C
2001-04-05		Raytheon Aircraft	Beech Model 1900D
2001-04-07		SOCATA	TBM 700
2001-04-12		Eurocopter France	Rotorcraft: EC120B
2001-04-14	S: 85-14-06 & 85-14-06 R1	Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N

Biweekly 2001-06

2000-25-08	S 00-10-10	Eurocopter France	Rotorcraft: AS-350B, BA, B1, B2, and D, and AS-355E, F, F1, F2, and N
2001-04-13	S 98-10-09	Eurocopter France	Rotorcraft: SA.315B, SA.316B, SA.316C, SE.3160, and SA.319B
2001-05-01		DG Flugzeugbau	Sailplane: DG-500MB
2001-05-02	S 98-08-22	Pilatus Aircraft	PC-7
2001-05-03		SOCATA	TBM 700
2001-05-04		Piaggio Aero Industries	P-180
2001-05-08		Valentin	Sailplane: 17E
2001-05-09		Bell Helicopter Textron Canada	Rotorcraft: 430

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2001-07

2001-06-01	S 70-26-06	The New Piper Aircraft	PA-31 and PA-31-300, PA-31P, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-31-325, PA-31-350, and PA-31P-350
2001-06-05		SOCATA	TBM 700
2001-06-06		Cessna Aircraft	172RG
2001-06-17		Cessna Aircraft	172R and 172S
2001-07-01		DG Flugzeugbau	Sailplane: DG-800B
2001-07-03		Hartzell Propeller Inc.	Propeller: Y-shank series

Biweekly 2001-08

2001-07-09	S 99-26-20	MD Helicopters	Rotorcraft: MD-900
2001-07-11		Learjet	23, 24, 24A, 24B, 24B-A, 24C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A, (C-21A military), 36, 36A, 55, 55B, and 55C
2001-08-01		JanAero Devices	Appliance: 14D11 or 23D04 Fuel Regulator and Shutoff Valves installed with B-Series Combustion Heaters
2001-08-04	S 00-25-03	Bell Helicopter Textron	Rotorcraft: 205A-1, 205B, 212, 412, 412CF, and 412EP
2001-08-08		Raytheon Aircraft	Beech 35-C33A, E33A, E33C, F33A, F33C, S35, V35, V35A, V35B, 36, and A36

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MD HELICOPTERS
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-07-09 MD HELICOPTERS INC: Amendment 39-12175. Docket No. 2000-SW-15-AD. Supersedes Emergency AD 99-26-20, Docket No. 99-SW-89-AD.

Applicability: Model MD-900 helicopters, with main rotor upper hub (hub) assembly, part number (P/N) 900R2101006-105 or 900R2101006-107, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the hub assembly, loss of drive to the main rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) For the hub assembly, P/N 900R2101006-107,

(1) Within 6 hours time-in-service (TIS), visually inspect the main rotor upper hub assembly drive plate attach flange (flange) for a crack and determine the torque of each flange attach nut (nut) in accordance with the Accomplishment Instructions, Part I, paragraph 2.A., steps (1) through (7) of MD Helicopter Inc. Service Bulletin SB900-072, dated December 10, 1999 (SB). If a crack is found, before further flight, remove and replace the hub assembly with an airworthy hub assembly.

(2) Within 25 hours TIS, conduct the Accomplishment Instructions, Part II, paragraph 2.B., steps (1) through (6), (8), and (9) of the SB. If a crack is found, before further flight, remove and replace the hub assembly with an airworthy hub assembly.

(b) For the hub assembly, P/N 900R2101006-105,

(1) Within 6 hours TIS, visually inspect the flange for a crack and determine the torque of each nut in accordance with the Accomplishment Instructions, Part I, paragraph 2.A., steps (1) through (7) of the SB.

NOTE 2: The SB effectivity does not include hub assembly, P/N 900R2101006-105; however, for the requirements of this AD, certain provisions of the SB do apply to this P/N.

(2) If any nut has less than 180 inch pounds (20.34 Nm) of torque, before further flight, remove the drive plate and fretting buffer and inspect the flange in accordance with the procedures in paragraph (b)(3) of this AD. If a crack is detected, before further flight, remove and replace the hub assembly with an airworthy hub assembly. Reassemble in accordance with the procedures in paragraph (b)(3) of this AD.

(3) Within 25 hours TIS, remove the main rotor drive plate assembly and anti-fretting ring and visually inspect the main rotor hub assembly as follows:

(i) If present, remove sealant from the drive plate attachment to the hub assembly.

(ii) Mark the main rotor hub holes, bolts, and nuts to correspond with the drive plate hole numbers (see Figure 1).

(iii) Remove the main rotor drive plate (drive plate) assembly and anti-fretting ring (fretting buffer).

(iv) Inspect drive plate to rotor hub assembly mating surfaces and the fretting buffer for fretting.

(v) Using paint stripper (Consumable Item List C313 or equivalent) and cleaning solvent (C420 or equivalent), remove the paint from the upper mating surface of the hub assembly to enable an accurate visual inspection of the drive plate attachment bolt hole (bolt hole) area for cracking (Figure 1). Ensure the paint stripper and solvent DO NOT contaminate the upper bearing and upper grease seal areas.

(vi) Using a 10-power or higher magnifying glass and bright light, inspect the mating surface area and the area around and inside the 10 bolt holes of the hub assembly for a crack. If a crack is found, prior to further flight, replace the hub assembly with an airworthy hub assembly.

(vii) If no crack is found, remove fretting debris from the mating surfaces of the hub assembly and the drive plate assembly, reassemble, fillet seal (C211 or equivalent) the surface of the drive plate to fretting buffer to hub assembly mating lines, and seal all exposed unpainted upper surfaces of the hub assembly.

(viii) Reinstall the main rotor drive plate using 10 new sets of replacement attachment hardware. Torque the nuts to 160 inch pounds above locknut locking/run-on torque in the sequence shown (Figure 1). Record in the rotorcraft logbook, or equivalent record, the locknut locking/run-on torque for each nut.

(ix) After the next flight, verify that the torque on each of the 10 nuts is at least 160 inch pounds above the locknut locking/run-on torque (minimum torque). Retorque as required without loosening nuts.

(x) Thereafter, at intervals of at least 4 hours TIS, not to exceed 6 hours TIS, verify that the torque of each of the 10 nuts is at least the minimum torque. Retorque as required without loosening nuts. This torque verification is no longer required after the torque on each of the 10 nuts has stabilized at a torque value of 160 or more inch pounds for each nut during two successive torque verifications.

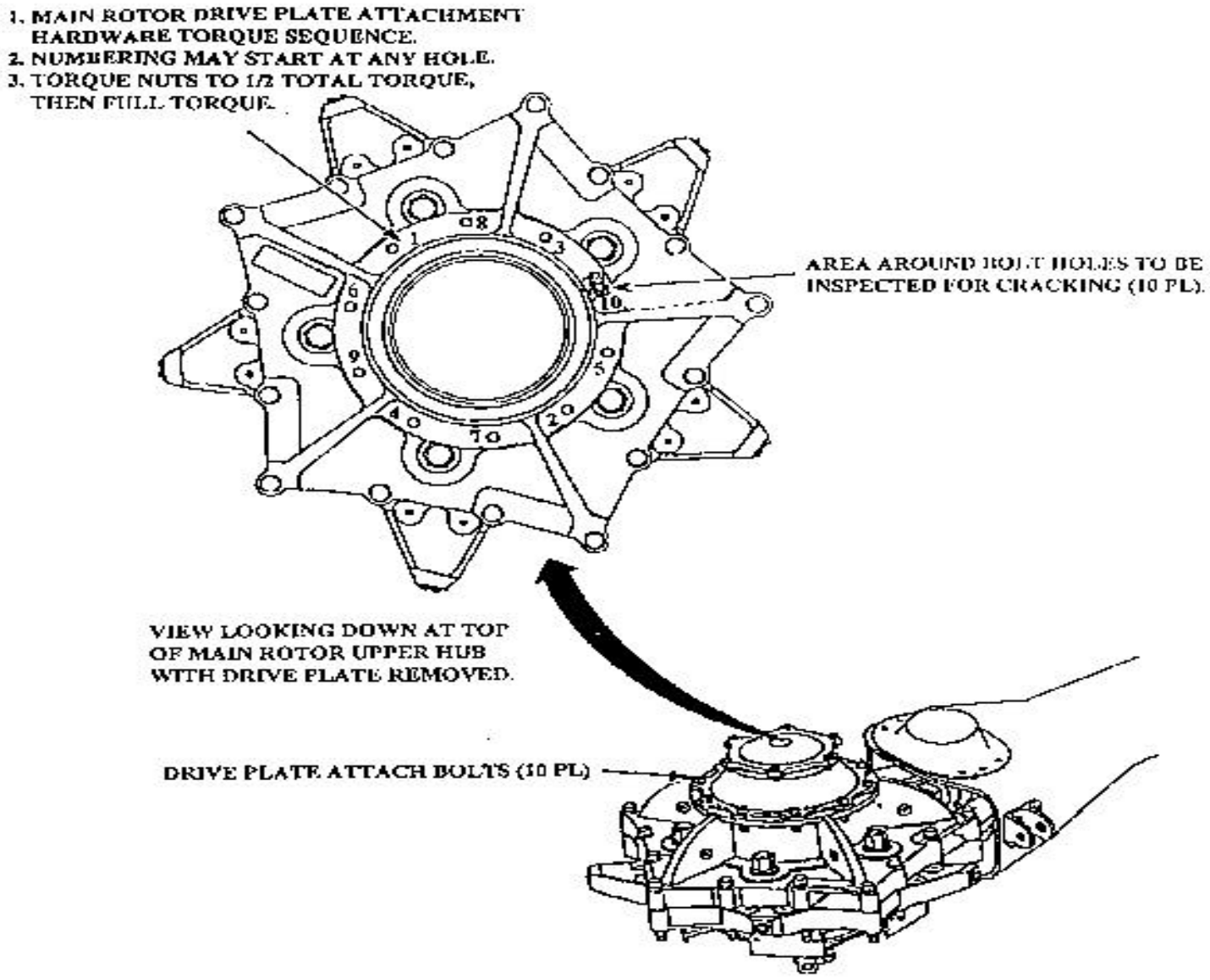

Figure 1. Main Rotor Upper Hub Assembly Inspection.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (LA ACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, LA ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the LA ACO.

(d) If any nut torque is below minimum torque and no hub assembly crack is found before disassembly inspection, after retorque in accordance with the applicable Maintenance Manual, a special flight permit for one flight below 100 knots indicated airspeed may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) The flange and torque inspections shall be done in accordance with the Accomplishment Instructions, Part I, paragraph 2.A., steps (1) through (7) and Part II, paragraph 2.B., steps (1) through (6), (8), and (9) of MD Helicopters Inc. Service Bulletin SB900-072, dated December 10, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 5000 E. McDowell Rd., Mail Stop M615-GO48, Mesa, Arizona 85215-9797, telephone 1-800-388-3378 or 480-891-6342, fax 480-891-6782. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on May 1, 2001.

FOR FURTHER INFORMATION CONTACT: Greg DiLibero, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5231, fax (562) 627-5210.

Issued in Fort Worth, Texas, on April 2, 2001.
Eric Bries, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

BW 2001-08

LEARJET INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-07-11 LEARJET INC.: Amendment 39-12177. Docket 2001-NM-76-AD.

Applicability: All Model 23, 24, 24A, 24B, 24B-A, 24C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A (C-21A military), 36, 36A, 55, 55B, and 55C airplanes; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the tread of main landing gear tires, which could cause damage to the structure and major systems of the airplane, and consequent reduced controllability of the airplane on the ground during takeoff and landing; accomplish the following:

Inspection, and Replacement If Necessary

(a) Within 5 days after the effective date of this AD: Perform a general visual inspection of the main landing gear tires to determine if any tire has Goodyear part number (P/N) 178K23-5 within the serial number range of 0148xxxx through 0152xxxx inclusive, per Bombardier (Learjet) Advisory Wire 32-021, dated February 5, 2001.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

NOTE 3: Bombardier (Learjet) AW 32-021 references Goodyear Service Bulletin GY SB 2001-32-001, dated February 2, 2001, as an additional source of service information.

(1) If no tires have P/N 178K23-5, no further actions is required by this paragraph.

(2) If any tire has P/N 178K23-5 but does not contain any serial number 0148xxxx through 0152 inclusive, no further action is required by this paragraph.

(3) If any tire has P/N 178K23-5 and does contain any serial number 0148xxxx through 0152xxxx inclusive: Before further flight, replace the tire with a new or serviceable tire that does not have P/N 178K23-5 with a serial number 0148xxxx through 0152xxxx inclusive.

(b) As of the effective date of this AD, no person shall install a main landing gear tire having P/N 178K23-5 that contains any serial number 0148xxxx through 0152xxxx inclusive, on any airplane.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita Aircraft Certification Office (ACO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The inspection, and replacement if necessary, shall be done in accordance with Bombardier (Learjet) Advisory Wire 32-021, dated February 5, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on May 1, 2001.

FOR FURTHER INFORMATION CONTACT: Robert Busto, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4157; fax (316) 946-4407.

Issued in Renton, Washington, on April 5, 2001.
Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2001-08

JANAERO DEVICES
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-08-01 JANAERO DEVICES: Amendment 39-12178; Docket No. 2001-CE-02-AD.

(a) What airplanes are affected by this AD? This AD applies to airplanes equipped with JanAero Series 14D11 or 23D04 fuel regulator and shutoff valves installed with the following B-Series combustion heaters.

(1) Affected B-Series combustion heater models: B1500, B2030, B2500, B3040, B3500, B4050, and B4500.

(2) The following is a list of airplanes where the B-Series combustion heater could be installed. This is not a comprehensive list and airplanes not on this list that have the heater installed through field approval or other methods are still affected by this AD:

Manufacturer	Airplane Model
Beech	95-B55 Series, 58, 58TC, 58P, 60, A60, and 76
Canadair	CL-215, CL-215T, and CLT-415
Cessna	208, 303, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310M, 310N, 310O, 310P, 3210C, 320D, 320E, 320F, 337 Series, 340, 340A, 414, 414A, 421, 421A, 421B, and 421C
Piper	PA-23, PA-30, PA-31 Series, PA-34, and PA-44

(b) Who must comply with this AD? Anyone who wishes to operate any airplane that is equipped with one of the above referenced JanAero combustion heaters must comply with this AD.

(c) What problem does this AD address? The actions specified by this AD are intended to prevent fuel leakage into the combustion heater, which could result in a hazardous fire.

(d) What must I do to address this problem? To address this problem, unless already done, you must do the following actions:

Action	Compliance Time	Procedures
(1) Visually inspect the installed fuel regulator and shutoff valve used with JanAero Devices Combustion Heaters, Models B1500-B4500, for fuel leaks.	Within the next 25 hours time-in-service (TIS) after May 10, 2001 (the effective date of this AD).	Do this following the INSTALLATION INSPECTION and ALTERNATIVE VISUAL INSPECTION procedures in JanAero Devices Service Bulletin No. A-107, dated January 8, 2001.

Action	Compliance Time	Procedures
(2) Pressure test the fuel regulator and shutoff valve for leakage.	Within the next 25 hours time-in-service (TIS) after May 10, 2001 (the effective date of this AD) and after the inspection in paragraph (d)(1) of this AD.	Do this following the PRESSURE TEST FOR LEAKAGE procedures in JanAero Devices Service Bulletin No. A-107, dated January 8, 2001.
(3) If fuel leaks are found, replace with a new valve with a manufacture date code of 11/00 or later.	Before further flight after the inspection in paragraph (d)(1) and the pressure test in paragraph (d)(2) of this AD.	Do this following the ALTERNATIVE VISUAL INSPECTION procedures in JanAero Devices Service Bulletin No. A-107, dated January 8, 2001.
(4) Do not install any fuel regulator and shutoff valve with a manufacture date code before 11/00.	Not Applicable.	Not Applicable.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Atlanta Aircraft Certification Office approves your alternative. Send your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Linda M. Haynes, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6091; facsimile: (770) 703-6097.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done following JanAero Devices Service Bulletin No. A-107, dated January 8, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from JanAero Devices, P.O. Box 273, Fort Deposit, Alabama 36032. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) When does this amendment become effective? This amendment becomes effective on May 10, 2001.

FOR FURTHER INFORMATION CONTACT: Linda M. Haynes, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6091; facsimile: (770) 703-6097.

Issued in Kansas City, Missouri, on April 5, 2001.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

BW 2001-08

BELL HELICOPTER TEXTRON INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-08-04 BELL HELICOPTER TEXTRON INC.: Amendment 39-12181. Docket No. 2001-SW-06-AD. Supersedes AD 2000-25-03, Amendment 39-12037, Docket No. 2000-SW-49-AD.

Applicability:

(a) Model 205A-1 helicopters with a hydraulic servo actuator (actuator), part number (P/N) 41105950, serial numbers with an "HR" prefix up to and including 490, installed, certificated in any category; and

(b) Model 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters with an actuator, P/N 41000470, serial numbers with an "HR" prefix up to and including 10010, installed, certificated in any category.

Note 1: P/N 41105950 is the P/N assigned by HR Textron, the actuator manufacturer. Bell Helicopter Textron, Inc. (BHTI) has assigned P/N 205-076-036 to this part when fitted with a support mount. P/N 41000470 is the P/N assigned by HR Textron; BHTI has assigned P/N 212-076-005 to this part when fitted with a support mount.

Note 2: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent an actuator piston from unthreading from its rod end, loss of control of the main rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS), inspect the tab on the NAS513-6 locking washer on each actuator for any twisting or damage in accordance with the Accomplishment Instructions, paragraph A., of HR Textron Alert Service Bulletin (ASB) No. 41000470-67A-05, Revision 1, dated October 19, 2000 or HR Textron ASB No. 41105950-67A-01, Basic Issue, dated October 19, 2000, as applicable to the affected actuator P/N. Replace any twisted or damaged locking washer with an airworthy NAS1193K6C locking device before further flight.

(b) Within 100 hours TIS or at the next actuator overhaul, whichever occurs first, replace the NAS513-6 locking washer on each actuator with an airworthy NAS1193K6C locking device.

(c) Installation of an airworthy NAS1193K6C locking device on each of the three actuators constitutes terminating action for the requirements of this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(f) The inspections and modifications shall be done in accordance with the Accomplishment Instructions, paragraph A., of HR Textron Alert Service Bulletin No. 41000470-67A-05, Revision 1 or HR Textron ASB No. 41105950-67A-01, Basic Issue, both dated October 19, 2000, as applicable to the affected actuator P/N. This incorporation by reference was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of December 28, 2000 (65 FR 77780, December 13, 2000). Copies may be obtained from HR Textron, 25200 W. Rye Canyon Road, Santa Clarita, California 91355-1265, telephone (611) 294-6000, fax (661) 259-9622. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: BHTI ASB No.'s 205-00-79, 205B-00-33, 212-00-109, 412-00-105, and 412CF-00-12, all dated October 19, 2000, pertain to the subject of this AD and include the applicable HR Textron Alert Service Bulletins.

(g) This amendment becomes effective on May 3, 2001.

FOR FURTHER INFORMATION CONTACT: Alfred Boutin, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76193-0170, telephone (817) 222-5157, fax (817) 222-5783.

Issued in Fort Worth, Texas, on April 10, 2001.
Eric Bries, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

BW 2001-08

RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-08-08 RAYTHEON AIRCRAFT COMPANY (The Beech Aircraft Corporation previously was the holder of Type Certificate 3A15): Amendment 39-12185; Docket No. 99-CE-63-AD.

(a) What airplanes are affected by this AD? Models Beech 35-C33A, E33A, E33C, F33A, F33C, S35, V35, V35A, V35B, 36, and A36 airplanes, all serial numbers, that:

(1) are certificated in any category;

(2) incorporate a Teledyne Continental engine equipped with a turbonormalizing system; and

(3) have Tornado Alley Turbo, Inc. Supplemental Type Certificate (STC) SA5223NM and STC SE5222NM incorporated.

Note 1: Cessna 185 series airplanes could have the subject clamp installed through the incorporation of Tornado Alley Turbo, Inc. STC SE00214DE and STC SE00215DE. The FAA has determined that the cracks at the weld spots in the V-band clamps are occurring because of the specific configuration of the Raytheon airplanes. We have received no reports of service problems with the affected V-band clamps installed on Cessna 185 series airplanes.

(b) Who must comply with this AD? Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) What problem does this AD address? The actions required by this AD are intended to prevent the tailpipe from detaching from the turbocharger due to failure of the V-band exhaust clamp. This could result in the release of high temperature gases inside the engine compartment with the potential for a consequent fire in the engine compartment.

(d) What actions must I accomplish to address this problem? To address this problem, you must accomplish the following:

Actions	Compliance Times	Procedures
Repetitively replace the V-band exhaust clamp, Aeroquip part number 4404C375-M.	Upon accumulating 400 hours time-in-service (TIS) after incorporating Tornado Alley Turbo, Inc. STC SA5223NM and STC SE5222NM on the airplane or within the next 25 hours TIS after June 7, 2001 (the effective date of this AD), whichever occurs later, and thereafter at intervals not to exceed 400 hours TIS.	Use the procedures in the Turbo-Flite™ 520/550 System Maintenance and Troubleshooting manual. Tornado Alley Turbo, Inc. Mandatory Service Bulletin Number TAT 98-1, dated November 21, 1998, references these replacements and procedures.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Rotorcraft Directorate, Special Certification Office, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Rotorcraft Directorate, Special Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0190.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? You can contact Mr. Peter Hakala, Aerospace Engineer, FAA, Rotorcraft Directorate, Special Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0190; telephone: (817) 222-5145; facsimile: (817) 222-5785.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(1) In order for this permit to be granted, the airplane must pass the push/pull test specified in Tornado Alley Turbo, Inc., Mandatory Service Bulletin Number TAT 98-1, dated November 21, 1998.

(2) Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may accomplish the push/pull test referenced in paragraph (g)(1) of this. You must make an entry into the aircraft records that shows compliance with this portion of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(h) How do I get copies of the documents referenced in this AD? You may obtain a copy of the service documents referenced in this AD from Tornado Alley Turbo, Inc., 300 Airport Road, Ada, Oklahoma 74820; telephone: toll free 1-877-359-8284, or (580) 332-3510; facsimile: (580) 332-4577; or you may examine this document at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(i) When does this amendment become effective? This amendment becomes effective on June 7, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. Peter W. Hakala, Aerospace Engineer, FAA, Rotorcraft Directorate, Special Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0190; telephone: (817) 222-5145; facsimile: (817) 222-5785.

Issued in Kansas City, Missouri, on April 12, 2001.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.